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THE 'CHINA MAIL'  
THE POPULAR AND LEADING PAPER.

# C.Y.C. China Mail

ESTABLISHED 1845

HONGKONG, SATURDAY, AUGUST 11, 1900.

日七月七子庚

PRICE, \$2.50 Per Month.

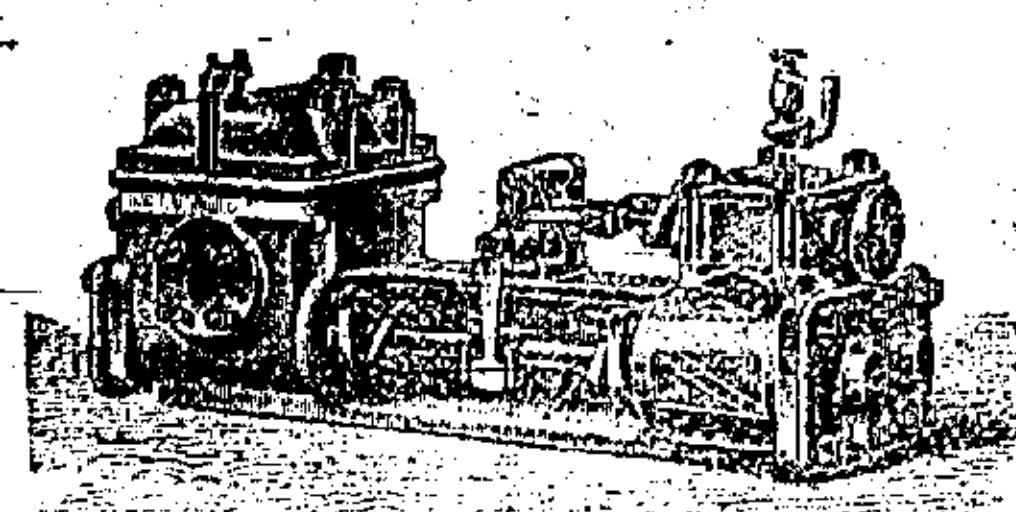
No. 11,675.

英一千九百零八年八月十一號

## Business Notices.

**W. S. BAILEY & CO.,**

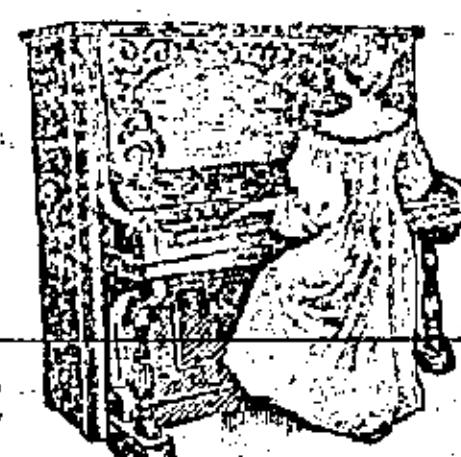
Engineers and General Merchants.



A Large Stock of Pumps, Forges, Telegraphs, Asbestos Packings and Deck and Engine Room Stores of all kinds ready for instant delivery.

THIS SPACE RESERVED FOR W. S. BAILEY & CO.  
ENGINEERING AND SHIPBUILDING WORKS.

METZLER



HIGH CLASS ENGLISH PIANOS.

\$450. Payable in one year. Tuning Free.  
Net Cash \$100.

The Robinson Piano Co., Ltd.

Absolutely Guaranteed.

### NOTICE.

CHINA SUGAR REFINING COMPANY,  
LIMITED.

### NOTICE.

We have this day established our  
selves in business under the firm  
name of SPOONER & WILSON,  
GENERAL PASSENGER BROKERS  
and COMMISSION AGENTS.

J. J. SPOONER,  
H. WILSON

Address: Koon-San-Hong,  
34, Wing-On-Lane,  
Hongkong.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 18th day of August next, at Noon, for the purpose of receiving the Report of the Directors, together with a Statement of Accounts to the 30th June, 1900.

By Order of the Court of Directors.

H. M. BEVIS,  
Acting Chief Manager.

Hongkong, July 25, 1900.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS of SHARES of the CORPORATION will be CLOSED from SATURDAY, the 4th, to the 18th day of August next, both days inclusive, during which time NO TRANSFER OF SHARES can be registered.

By Order of the Court of Directors.

H. M. BEVIS,  
Acting Chief Manager.

Hongkong, July 25, 1900.

### FOR IMMEDIATE SALE.

A POWERFUL TWIN-SCREW RIVER STEAMER, very suitably fitted to carry large number of Passengers and Cargo.

For Particulars, apply to BAKER & CO.

Hongkong, July 21, 1900.

In the Matter of the Estate of HENRY JAMES HOLMES, Deceased.

NOTICE is hereby given that by an Order of the Supreme Court of Hongkong, made in the above Matter on the 5th day of October, 1899, under Section 53 of the Probates Ordinance 1897, the 1st day of October, 1900, for sending in claims against the estate of HENRY JAMES HOLMES late of Victoria in the Colony of Hongkong, Soldier deceased, (who died on the 3rd day of December 1899) and to whose personal estate Letters of Administration were granted by the aforesaid Court, Probate Jurisdiction, to the undersigned, All Creditors and other Persons having any Doubts relative thereto are hereby required to send particulars of their claims or demands against the estate of the said Deceased by the 13th day of October 1900, after which day I will proceed to distribute the assets of the said Deceased among the parties entitled thereto having regard only to the debts of which I shall then have had notice, and will not be liable for the assets of any part thereof so distributed to my persons of whom debt or claim I shall, not then have had notice.

Dated the 12th day of June, 1900.

H. K. HOLMES,

Solicitor.

1531, 15 Queen's Road, Hongkong.

**KIRIN.**

A Delicate Lager.

THE CELEBRATED BEER OF JAPAN.

QUARTS, \$2.00 per dozen.  
PINTS, \$1.75 do.

W. HUTTON POTTS,  
Sales Agent for Hongkong.

1531, 15 Queen's Road, Hongkong.

1531, 15 Queen's



## ADMIRAL SEYMORE'S ROAD.

Notes of a Journey from Taku to Pekin.  
[By COLONEL SIR HOWARD VINCENT, K.C.B., M.V.O.]

There are three roads now of supreme importance to the British Empire—Cape Coast Castle to Coomassie, Capetown to Pretoria, Taku to Pekin. The thoughtful anxieties of all the Queen's subjects are fixed thereon. The first I do not know. The second has been lately the subject of much-jested narrative. Some account of the third may not be uninteresting. It is not the least important of the highways from sea to capital. A stormy voyage in a small steam collier in the Yellow Sea, a night of danger, a typhoon great suffering (modified only by one of the splendid types of British captains who sail in Eastern waters, and his taking my wife and myself from the dock, having transformed into a cabin, upon the bridge) and we are in the Gulf of Pochih, tossing on the bar of the Peiho River. Here is now concentrated a mercantile fleet. On either side the river are forts, well planned, well constructed, well armed, but badly garrisoned. The idea of the designers was to hold the approach to the river, while little ships were kept out to seaward under fire by the shallows and the currents. A share of mud was held to be a defense against boats and landing parties. That was in the time when Li Hung Chang was Viceroy of the Metropolitan Province of Cooch. He had foreigners to aid him, at arm's length. But these are gone. The forts have now fallen. The mud has not kept back the landing parties. As in 1860 the Taku forts are in the hands of the foreign devils.

## The Peiho and Tientsin.

We enter the Peiho—a narrow entrance, a narrow river, a course like the Suez Canal. We steam slowly. Our swell washes the banks. The inhabitants of a mud-hut peer at us. "Full speed ahead," says the captain down the tube. A dozen extra revolutions, and we lash the waters into such a storm that the effects of the jeering family on the bank are swept into the stream. He laughs best who laughs last. The Viceroy demands my presence at the Yamen of Tientsin. With Mr. Brewster, Her Majesty's Consul (now Consul-General at Shanghai), I obey. He in a palanquin. I am another. In front of an outrider on a milk-white steed and a long whip. In the narrow and crowded streets he whisks back a passage for our chairs. The Yamen—a few low houses in a small compound. Li Hung Chang, with button and spangletoucher with yellow jacket and fur-trimmed robe, holds us welcome, and through an interpreter we hold a long conversation, sitting at the end of the dining-table. Mr. Brewster and I on the right, the interpreter on the left. Pekin is our destination. In fifty hours we are at Tungtien. There are five hours in which to do the fourteen miles to the gates of Pekin are closed at sundown. Two small carts are chartered, and we start. Oh, that road! Lord Leach, whose sore sickness has ended fatally, the sorrow of troops of friends was taken that road as a prisoner in the forenoon of his brilliant career. His hands were tied behind him, his feet lashed together. In the bottom of that springless cart he rode as he thought to torture and his doom. We could realize what he suffered in body as in mind. We had arms and legs free. But it was agony. The rough road would have shaken all out of place, like that over the Orange valley the other day, as I brought up the rear of General Crump's captive procession from the Paardeberg to Modder River.

## The Mandarins and the "Squeeze."

Who are these wise men riding from the capital, with huge spectacles? They are the future magistrates and governors and viceroys. Whence come they? Are they sons of ancient lineage, of hereditary rank, coming from Chinese Eton and university? No, they are sons of the people, children of the soil. In the village competition they showed promise, in the provincial examination they gave further evidence of a future. Bankers and usurers fastened on them. Money was not lacking for maintenance and instruction, for travel to the seats of learning. It was not given on philanthropic grounds. Interest upon interest would one day be coming from magisterial and official "squeeze." The students who pass us have come from the metropolitan competition. They have passed days in a cell, fed through a hole in the wall, no writing from a neighbour, no hint from a fellow. The theme on the Chinese classics decided their fate. Civil Service examinations, established a thousand years before Christ, now build, send the first to the Palace for a yet further "squeeze." Of such are the mandarins made. What era revolution—that revolution destined to bring the lowly into the seats of the mighty—do for them? They are the people, not aristocrats, not plutocrats, not sons of vested interests, not children of great domains. By competition they have risen; by competition tempered by "squeeze" they will rise.

## Going to the Palace.

Let us go to the palace. How? in a chair or in a cart? The former is but for great mandarins. He who selects that mode of conveyance without right will be refused admission. Thus sorrowfully did the chair-bound Marquis Tseng retrace his steps. At places in Europe battalions saluted, bugles heralded his advent. In Orient he might be of good repute. In Orient the Ambassador must be taught his place. We leave the Tartar city. We leave the outer city. We are at the door of the Imperial City. Beyond is the Forbidden City. There, in an innermost chamber, sits at three in the morning, the Great Council of State. There come to make report the Manchu and the Chinese Presidents of the six Boards. State, presiding over equal numbers of the civil and Chinese members. This is the Emperor-Dowager, the usurper of the rebellion pencil, and in the name of the deposed and unhappy Sovereign promulgates the decrees which appear in the oldest newspaper in the world—the *Peiho Gazette*. Among that humble crowd—couching earth with forehead in the kow-tow—go the heads of the "Tsung-ti,"

GOOD MEDICINE FOR CHILDREN.

If you have a baby in the house, you will wish to know the best way to check any unusual looseness in the bowels, or colic, or diarrhoea, or small chills, or feverishness, or any kind of disease of the bowels and sickness of the stomach. Through the months of June and July our baby was teething and took a running off of the bowels and sickness of the stomach. His bowels would move from five to eight times a day. I had a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy in the house and gave him four drops in a teaspoonful of water and he got better at once. For sale by All Dealers, WATER & CO., General Agents.

**SECOND EDITION.**  
**HISTORY OF THE CHURCHES OF INDIA, BURMA, SIAM, THE MALAY PENINSULA, CAMBODIA, ANHAM, THIBET, COCHIN, AND JAPAN,**  
Entrusted to the SOCIETY OF THE MISSION STRANGERS.  
(Translated by EDWARD HARPER PARKER and  
Reprinted from THE CHINA REVIEW.)

\$14 per Annum (including Postage).  
PARIS ONE DOLLAR.  
On Sale at KELLY & WALSH, LTD.

CHINA MAIL OFFICE,  
5, WYNDHAM STREET, HONGKONG.

**FULL REPORTS**  
OF ALL THE LATEST INTELLIGENCE  
(Commercial, Shipping, etc.)

\$14 per Annum (including Postage).

PARIS ONE DOLLAR.

CHINA MAIL OFFICE,  
5, WYNDHAM STREET, HONGKONG.

Published to suit the Departure  
of each English and French  
Mail Steamer to Europe.

NORDDEUTSCHE LLOYD,  
MEICHERS & CO., Agents.

Hongkong, August 8, 1900. 1605

The Overland China Mail

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</div

## MEMOS. FOR TO-MORROW.

## Shipping.

Daylight.—*Shanghai* leaves for Shanghai.  
Daylight.—*Tamstic—Mure* leaves for Swatow.

## MEMOS. FOR MONDAY.

## Shipping.

1 p.m.—French Mail steamer *Aman* leaves for Ports of Call, and Europe.

## Auctions.

3 p.m.—Auction of Crown Land situated at Mong Kok Tsui.

## Meeting.

8.30 p.m.—Meeting of St. John's Lodge.

## Miscellaneous.

9 a.m.—Victoria English School re-opens.  
Goods for *Karsach* *Mare* not cleared after this date subject to rent.

## General Memoranda.

WEINSHRAU, August 10.—  
Goods for *Priest Heinrich* undelivered after this date subject to rent.  
Goods for *Shanghai* not cleared at 4 p.m. subject to rent.  
FRIDAY, August 17.—  
Goods per *Murphy*, undelivered after this date subject to rent.  
SATURDAY, August 18.—  
Noon.—Meeting of Shareholders of the Hongkong and Shanghai Banking Corporation, at the City Hall.  
Dividends Warrants of the China Sugar Refining Co., Ltd., payable.

## Temperature.

(Taken at Messrs. Palmer & Co.'s Premises, Queen's Road.)  
HONGKONG, August 11, 1900.  
BAROMETER—9 a.m. .... 25.86  
Do. .... 25.84  
THERMOMETER—9 a.m. .... 88  
Do. .... 81  
Do. .... 79  
Do. .... 75  
Do. .... 71  
Do. .... 64  
Do. .... 54  
Do. .... 53  
Do. .... 50  
Do. Minimum overnight 53

## Exchange.

HONGKONG, August 11, 1900.  
On London—  
Bank, Wiro ..... 2.05  
" On demand ..... 2.05  
" 30 days sight ..... 2.05  
" 4 months sight ..... 2.05  
Credits, 4 months' sight ..... 2.05  
Orbital, 4 months' sight ..... 2.05  
On Paris—  
On demand ..... 2.53  
Credits, 4 months' sight ..... 2.53  
On Berlin—Demand ..... 2.06  
On New York—  
On demand ..... 49  
Credits, 60 days' sight ..... 50  
On Bombay—  
Wiro ..... 151  
On demand ..... 151  
On Calcutta—  
Wiro ..... 151  
On demand ..... 151  
On Singapore—  
On demand ..... 1% per  
On Manila—  
On demand ..... 21% per  
On Shanghai—  
On demand ..... 71  
30 days' sight, (private paper) ..... 72  
On Yokohama—  
On demand ..... 71% per  
Gold Leaf, 100 fin. (per tael) ..... \$82.25  
Sovereigns (Bank's buying rate) ..... \$8.93  
Silver (per oz.) ..... 2.82



**A. S. WATSON & CO.,  
LIMITED,  
IMPORTERS OF HIGH-CLASS  
SHERRIES.**

Per Case of One.

**B SUPERIOR PALE DRY.**

Dinner Wine, Green Seal Capsule ..... \$19.30

**C MANZANILLA, PALE NATURAL SHERRY,**

White Capsule ..... 12.00

**CC SUPERIOR OLD DRY,**

Pale Natural Sherry, Red Seal Capsule ..... 12.00

**D VERY SUPERIOR OLD PALE DRY,** choice old wine, White Seal Capsule ..... 14.40**E EXTRA SUPERIOR OLD PALE DRY,** very fine quality, Black Seal Capsule (Old Bottled) ..... 20.40

B, C, and CC are excellent dinner wines and suitable for invalids and delicate stomachs. D and E are after dinner wines of a very superior vintage. All are true Xeres Wines.

Small quantities are supplied at proportionate wholesale rates.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast-Ports.

**A. S. WATSON & CO., LIMITED.**  
**THE HONGKONG DISTILERY.**

## BIRTH.

At 36, Broadway, on 4th August, the wife of Robert Lewis, of a daughter.

## MARRIAGE.

At Holy Trinity Cathedral, Shanghai, on 3rd August, Miss L. A. Bovey, daughter of Mr W. Bovey, "Shanghai, Bovey Tracey, Devon, England, to the Rev. Donald MacGillivray, M.A., B.D., of the Canadian Presbyterian Mission.

## The publication of this issue commenced at 5.10 p.m.

## The China Mail.

HONGKONG, SATURDAY, AUGUST 11, 1900.

## CHURCH SERVICES.

ORDER OF CHORAL SERVICE AT ST. JOHN'S CATHEDRAL—SUNNY SUNDAY AFTER TRINITY, AUGUST 12TH.

Morning—11 a.m.—Responses. Ferial: Venite, Burrows; Psalms, Jones and Canfield; Te Deum, Ward in E flat; Benedic, Barnby in E; Antiphon, Grant to us, Lord, we beseech Thee; Barnby: Hymns, 184 and 219; Evensong, 45-46—Responses. Ferial: Psalms, Unwin; Benedic, Elmley in E flat; None: Dimities, Poland in A flat; Hymns, 261, 22 and 180; Tesper Hymn, 262; Voluntary, Marchionne Matcho Ronimie—Allegro—Smart.

UNION CHURCH—AUG. 12.

11 a.m.—Voluntary. "If with all your hearts" (Elijah Mendelssohn); Hymn, No. 450; Psalm, No. 149; Anthem, No. 1; "Holy is the Lord our God"; Abba Vogler; Hymn, No. 383; Psalm, No. 283; Voluntary, "Alleluia" in B Minor; Guillot.

p.m.: Voluntary, "Andante," Smart; Hymns, No. 3, 69, 262, 265, 266, 379; Voluntary, "Finalis" to Organ Sonata G. A. Macfarren.

WESLEYAN METHODIST CHURCH—SUNDAY, AUG. 12.

Morning—10.30. Evening—2.30.

ST. PETER'S CHURCH, WEST POINT, SUNDAY, AUG. 12.

11 a.m.—Hymn, 5; Venit, Canidge; Te Deum; Jingle on Benedic, Goss; Hymn, 58, 13, 576.

6.30 p.m.—Hymn, 24; Magnificat, Robinson; None: Dimities, Battishill; Hymn, 33, 17, 57.

The Mission Locomotive *Daylight* will call the ships on Sunday morning between 9 and 10.30 to convey men ashore for the services. The answering point may be hoisted.

LOCAL AND GENERAL.

Large Property Sale.

The whole of the property of Humphreys Estate and Finances Co., Ltd., situated in the Western District of Victoria, consisting of fifteen houses, has been sold privately to Chinese for \$100,000.

Hongkong Hotel.

The Band of the Hongkong Regiment will play at the Hongkong Hotel this (Saturday) evening from 8 p.m. to 9.30 p.m.

March—"Kaledonian" (Friedrichs), Overture "Le Cheval de la" (Kling), Selection "Torador et Al" (Rubenstein), Waltz "The Dancing Girl," Corte Fantasia "German Air," Keppey Polka "Retour de Champs," Waldeuf "God Save the Queen."

A Dangerous Man.

About mid-night, last night, a well-dressed Chinaman was observed by P. C. No. 240 standing in a doorway under a verandah about 200 yards from No. 7 Police Station. The man's movements were strange, and the constable looking more closely observed that he had something concealed under his arm. He then searched him and found a couple of fighting irons, about eighteen inches long, neatly bound together with string and red wool. It was very probable that he was hiding there, ready to commit crime as opportunity occurred. At the Magistrate's, to-day, he was fined \$100, with the alternative of three months' imprisonment. The irons were forfeited.

The Air Ship.

At last there seems to be some reason to hope that the difficulties which hitherto rendered aerial navigation impossible have been overcome; and if that is so, the first satisfactory airdrop will have the common distinction of having been "made in Germany." It was believed that a break-down of Count Zeppelin's aerial ship on July 1 would necessitate a considerable delay before the trial trip of which so much had been calculated. Fortunately, however, what was expected did not occur. The airdrop was soon remedied, and on July 2 the first successful landing of a navigable balloon was made. The ascent was made at about eight o'clock in the evening, and the ship carried four passengers, besides the inventor himself. The trip started from Friedrichshafen, and travelled to Innsbruck, some 35 miles distant. The ship, as described by the Press-correspondent Constance, is cigar-shaped, and is divided into 17 compartments, each of which contains a small balloon. Fastened to the body of the ship, the *Mail* correspondent states, are two steering contrivances, one in front and one at the rear of the side. Below the balloon, and about 100 feet from each end, are two aluminum platforms, each bearing a Diesel engine, having 10 horsepower, which drive the propellers. The motors weigh 320 lbs. each, and each has four cylinders. The propellers have each four blades, and are made of aluminum. The very greatest care has been taken with the transmission of power, and motors and propellers were put through several tests. Count Zeppelin, the inventor, is a German officer who for 30 years has given his time and means to the perfecting of an aerial machine. It is an open secret that the German Government, in the course of its experiment, before successful ballooning, will allow the airdrop in all their military balloons. For this reason, it is claimed that it is perfectly managed, and that it will travel 20 miles an hour.

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and suitable for invalids and delicate stomachs. D and E are after dinner wines of a very superior vintage. All are true Xeres Wines.

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**THE HONGKONG DISTILERY.**

## NOTES BY THE WAY.

The Italian cruiser *Vettor Pisani* arrived to-day from Singapore.

## THE POWER.

The Black Flag leader Lau I had fixed his departure for the North for yesterday.

At the funeral ceremonies of King Humbert of Italy the German Emperor was represented by Prince Henry of Prussia.

## TELEGRAMS.

[CHINA MAIL'S SPECIAL SERVICE.]

## THE POWERS AND CHINA.

The quiet that has reigned at the Bogue Forts for a considerable time has led to a good deal of conjecture. In many of the forts there are no signs of life or movement, and yet it is well known a large force is quartered in or near these forts. The latest report from the native papers is that the Acting-Viceroy has sent a special deputation with four regiments of soldiers to the Bogue Forts to put them in a thorough state of repair against any emergency that may arise.

The despatch further states that the Tsungli Yamen has transmitted several telegrams from the Ministers to the Consuls.

As there is no telegraph line between Chinanfu and Peking, communication has to be maintained by courier between these places.

Twenty thousand Boxers are menacing Tientsin, Tungku and Taku.

THE ADVANCE ON PEKING.

(*Chinese Mail Correspondent.*)

SHANGHAI, August 11, 3.30 p.m.

A despatch dated Peking, August 8, has been received at Shanghai from the Tsungli Yamen, stating that all the Ministers are alive.

The despatch further states that the Tsungli Yamen has transmitted several telegrams from the Ministers to the Consuls.

As there is no telegraph line between Chinanfu and Peking, communication has to be maintained by courier between these places.

Twenty thousand Boxers are menacing Tientsin, Tungku and Taku.

THE RIOT IN THE YANGTSE REGION.

(*Chinese Mail Correspondent.*)

SHANGHAI, August 10, 5.37 p.m.

The Allied Forces occupied Yangtsun on 8th August.

The Americans lost seventy men in the attack.

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BOXERS' ATTACK ON NEWCHWANG.

(*From Our Own Correspondent.*)

SHANGHAI, August 10, 5.37 p.m.

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TELEGRAMS.

(*From a Correspondent.*)

CANTON, August 10.

The Bogue Forts.

The quiet that has reigned at the Bogue Forts for a considerable time has led to a good deal of conjecture. In many of the forts there are no signs of life or movement, and yet it is well known a large force is

## TELEGRAMS.

[CHINA MAIL'S SPECIAL SERVICE.]

## DESPATCH FROM THE TSUNGLI YAMEN.

Ministers Reported safe on August 6.

(*Chinese Mail Correspondent.*)

SHANGHAI, August 11, 3.30 p.m.

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The quiet that has reigned at the Bogue Forts for a considerable time has led to a good deal of conjecture. In many of the forts there are no signs of life or movement, and yet it is well known a large force is

quartered in or near these forts. The latest

report from the native papers is that the

Acting-Viceroy has sent a special deputa-

tion with four regiments of soldiers to the

Bogue Forts to put them in a thorough state

## THE WAR AGAINST THE FOREIGNERS.

## The Anarchical Government.

With reference to the execution without trial of the two Tsung-ti Yamen Ministers Hsi Ching-chong and Yuan Chang it will be interesting to read from the experiences of a refugee from the capital (published in the *N.C. Daily News*) an account of the efforts of the martyred ministers to prevent disaster to their country.

On the 18th June Hsi Hung-yi, Yuan Chang and two others of the Tsung-ti Yamen Ministers, seeing that affairs were approaching to a dangerous crisis, and that the Manchus were intent on hacking the Boxes and Kansu men in their proposed war, to the knife, with foreigners as a whole, made a last attempt to bring about an armistice at least. At the imminent risk of their lives, they passed through streets in the vicinity of the Legations crowded with thousands of Boxers and Kansu troops, the former of whom were by this time also armed with modern fire-arms and were preparing for another attack on the Foreign Legations next day. These four loyal Chinese Ministers were fortunate enough to be unmolested by the Kansu Legion, but many were the terrors they heard on the way which would have daunted the hearts of many another official. They had however agreed to sacrifice themselves to the cause of their country, and if they were to lose their lives in this last attempt to bring about peace and so save their native land, they at least would have their names handed down in history as having done their duty to their Emperor, Hsi Hung-yi, Yuan Chang and the other two Ministers of the Tsung-ti Yamen, who of course were also Chinese but whose names cannot be present to recall, got into the American Legation and saw Mr Conger, the U.S. Minister. What was actually done or said I cannot say, but the shouts and threats of the Boxers and Kansu troops became more ominous as time went on, and the four Chinese Ministers were compelled to make a hasty departure.

In the meanwhile the German Minister, it seemed, had heard of the visit of the Tsung-ti Yamen and accordingly sent a written message the same day that H.E. would visit the Yamen the next day. The (Chinese) Minister of the Yamen were dumbfounded when they received the note and wrote back begging H.E. to forego his visit until affairs became more settled, as the crisis at the moment was in a most dangerous pitch, and the streets and alleys in the vicinity of the Legations were crowded with wild and savage troops over whom the Tsung-ti Yamen had not the least control. This was perfectly true. Neither H.E. nor the German Minister nor any one of the various Legations could know what the actual danger in which the Chinese Party in the Tsung-ti Yamen then stood; that they were powerless and had tried to negotiate for an armistice with U.S. Minister Conger at the risk of their own lives. Hence, in spite of the warning of the friendly Chinese ministers, the German Minister determined to visit the Yamen, and was accordingly murdered en route by the Kansu troops and some of Yang Lu's Manchu troops of the Wuwei Middle Corps. This is a fact, and occurred on the 19th of June. After this pandemonium broke loose and all Peking seemed to be in confusion, Peking remained everywhere amongst the more law-abiding of the Chinese inhabitants. There were innumerable rumours flying about of a more or less alarming nature, but as I can not vouch for their truth, I will not mention them.

## The Removal of the Scales.

The murder of the German Minister opened the eyes of the Imperial Court. They saw that things were now in being beyond recall, and the more reckless joined Prince Tuan and Kang Yu in pressing the Empress Dowager to declare war and bring inside Peking all Yang Lu's troops, who were armed with modern fire-arms, machine and field guns, from abroad had been experienced before by the Boxers and Kansu, and that their attack on the Legations would appear and ridge more easily to destroy the foreign quarters. The most prominent and active of the Manchu Party presented themselves at the Palace therefore on the 20th of June, the day after the murder of the German Minister, and got the Empress Dowager to issue a decree to Yang Lu, as Generalissimo of the Grand Army of the North, commanding him to bring in his army into Peking and formally attack the Legations, destroy them, and then, leaving Peking for Tientsin, to destroy the foreigners there and so on until all were driven into the sea (!). Just as the Empress Dowager was about to give her consent to the writing of such a decree, the Emperor interposed and put a stop to it before his hand and in a voice broken with emotion and despair begged her to pause before the Government troops to attack the Legations, thereby formally setting her seal of approval on what had gone on before against the Foreign Powers, flinging the whole Empire into war and putting matters beyond recall.

## The Emperor's Appeal.

"If I, alone," cried His Majesty in despairing accents, "were to suffer and die as a consequence of what you have done and intend by-and-by to do, gladly would I sacrifice the death in atonement for the wrongs you design for China, but I beseech Your Imperial Majesty to inflict punishment on those who destroyed the hundreds of thousands of poor, upstanding subjects throughout the Empire. What have they, I ask your Majesty, done to merit the calamity that will be in store for them by the fatal steps you and your counsellors intend to take? Let us see your Majesties to stop before it becomes too late. A myriad times do I pray you to reconsider your decision before launching on a policy which will endanger the very foundations of the Empire which my forefathers handed down to me to nourish and to protect from harm. I would rather die ten thousand deaths than see all the sufferings that are in store for my myriad of unfortunate subjects—Here has my Majesty broken utterly. His despairing words could have touched a heart of stone, but alas! the Empress Dowager only cast a look upon the Emperor, turned back, and he took and locked away, utterly ignoring the prostrate Emperor who, when saying his last words, had impulsively moved forward a step and clutched the hem of His Imperial Aunt's robe, the picture of helpless despair and impotency. It only required Prince Tuan, who stood near the Throne with his Manches, to address in a loud tone, and the Empress Dowager, to say with a contemptuous shrug of the shoulders—"What does His Majesty the Emperor know about such things? any way?" to break utterly the heart and opposition of the unfortunate Emperor. His Majesty left the Council Chamber.

## A MINISTER'S GOOD WORK.

A lame shoulder is usually caused by a rheumatism of the muscles, and may be relieved by the use of a warm oil, like Pain Balsam, prepared by Mr. Deacon, 18, Wharfside, London, or by Mr. Watson & Co., Ltd., Hongkong.

## THE BRITISH INDIA TRANSPORTS.

## CHUTNEY.

(Manufactured by the Firm of Irresponsible Butterfield & Co.)

The closing of Li-chi-kok as a bathing place is a loss felt by the general public. It is one of the easiest accessible beaches in the vicinity of Hongkong and to the busy man with a little time to spare, or the poor man with less money, it offered facilities not obtainable elsewhere, combining the luxury of a sun bath with a not too long launch or even Hawk's boat trip. The old Customs Station has, we believe, been leased by the Government to a Government Official, and he, perhaps not unnaturally, prefers to make a close corner of this inviting spot. It is a pity, but we suppose it cannot be helped.

\* \* \*

With the placard staring him in the face that landing was forbidden at Li-chi-kok pier, without special permission being previously had and obtained, the mere man of the Firm the other day turned his launch in the direction of the marshes which are the property of the Bowra Browning Company, quite near the interdicted shore. Here was met

with nods and beaks and wreathed smiles' by Mr. Bodenmeyer, the gentleman in charge, who made him and his party welcome, showed them over the place and did all his power to entertain them. They are doing things on a big scale out at the Bowra Browning Company's place, and mean business and plenty of it. Beer will be cheaper in Hongkong presently.

\* \* \*

Did it ever strike the readers of this column that *exp ress docet* is a proverb very little regarded? Experience never does teach, that is the worst of it. When those poor wretches were suffocated off the Sandheads, Calcutta way, some year or so ago, while dozens of helpless spectators endeavoured to extricate them from their fatal position, one would have thought that the necessity of having the cabin port-holes of ships large enough for men to squeeze through would have forced itself upon the notice of shipbuilders. It has not, however, and even when they are made larger than usual, the error is perpetuated by swining them on a centre swivel, instead of a hinge.

The Senior noticed that this fault was present in the exceedingly large and handsome cabin windows of the King Albert. The recent fire at Hoboken, where some were slow roasting to death through being unable to get through the port-holes, again exemplifies the necessity of the reform we would like to see inaugurate.

Compensation must be made by China for the effects of the existing disturbance. (Signed) SAUZY.

The 'Hsinfung' Ashore.

The N.C. Daily News of 7th August says:—The C. M. S. *Hsinfung* is reported as having struck an unknown rock at Minyu near Puguo Anchorage, Foochow. She was promptly beached, by which time her hold was full of water. Captain Warwick telegraphed the accident on the 4th, but owing to delay the wire did not reach here till Sunday morning, when the *Hsinfung* was dispatched to the *Hsinfung's* assistance with the necessary pumps and gear. Capt. Supt. Knights, of the C. M. S. N. Co., kindly informed us yesterday afternoon that a telegram had been received stating the *Hsinfung* had been floated, the hold was dry, but the damage could not be ascertained until her cargo was discharged. The vessel, it is expected, will enter the dock at Pagoda Anchorage this morning.

For full particulars, apply to:

**HUGHES & HOUGH,**  
Arriveurs.  
Hongkong, August 11, 1900. 1715

**BREAD, BREAD, BREAD.**

TRY THE BROWN BREAD, made from the FINE GRAHAM FLOUR, and Certified to be the best by one of the prominent Medical Faculty of the Colony.

Best PUFF GRAHAM FLOUR, in 50 lb. Bacs.

**H. RUTTONJEE,**  
5, Agence Street, Hongkong,  
and 21 and 23, Elgin Road, Kowloon.

Hongkong, August 11, 1900. 1714

**EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**

**FOR KOBE.**

**AIRLINE.**

Captain St. JOHN GIBSON, will be despatched as above on WEDNESDAY, the 15th Instant.

For Freight or Passage, apply to:

**GIBB, LIVINGSTON & CO.,**  
Agents.

Hongkong, August 11, 1900. 1710

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**

**STEAM FOR**

**MANILA, SINGAPORE, PENANG,**

**COLOMBO, BOMBAY, KARACHI,**

**ADEN, SUZU, PORT SAID,**

**FUJEM & TRIESTE.**

(Taking Care through routes to the

**BRAZIL, TO SOUTH AFRICA, CALCUTTA,**

**MADAGASCAR, PERSIAN GULF, RED SEA,**

**BLACK SEA, LEVANT, MALTA,**

**VENICE and ADRIATIC PORTS.**

**THE COMPANY'S SHIPSTAFF.**

**FRANZ FERDINAND.**

Captain G. COSTANZO, will be despatched as above on THURSDAY, the 16th Inst.

Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For information as to Passage and Freight, apply to:

**SANDER, WIELER & CO.,**  
Agents.

Hongkong, August 11, 1900. 1710

**NORTHERN PACIFIC STEAMSHIP COMPANY.**

**NOTICE TO CONSIGNERS.**

**STEAMSHIP OLYMPIA,**

**FROM TACOMA, VICTORIA, YOKO-**

**HAMA, KOBE AND MOJI.**

**Steamers Expected.**

The O. S. S. *Co. s.s. Iron* left Singapore on the morning of the 7th Aug., and is due here on 12th Aug.

The *Bentwistle*, from Antwerp and London, left Singapore on the 7th inst.

The O. S. S. *Co. s.s. Hector* left Singapore on 10th, and is due in Hongkong on the 12th Aug.

The *O. S. S. Co. s.s. Anna* left Singapore for this port on Tuesday the 13th Aug.

The Austrian Lloyd's *Assia* left Singap-

ore for this port on Thursday the 9th Aug.

The N.Y. K. *s.s. Anna* left Kobe on the 10th inst.

and is expected to arrive here on the 13th inst.

The Austrian Lloyd's *Franz Ferdinand* left Moji for this port on the afternoon of 9th Aug.

The *O. S. S. Co. s.s. Bremen* sailed from Hamburg on the 9th July.

The *O. S. S. Co. s.s. Anna* arrived at

Hongkong on the 9th July.

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Hongkong on the 9th July.

The *O. S. S. Co. s.s. Anna* arrived at

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## 'The Life of Trade.'

The BEST Medium for Advertising is

THE China Mail.

Read by all Classes in the Colony, and undoubtedly the

POPULAR &amp; LEADING PAPER.

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## Shipping.

THE OSAKA SHOSEN KAISHA, LTD., FOR SWATOW, AMOY &amp; TAMSUI.

THE Company's Steamship TANGSU MARU.

Captain H. NAGATA will be despatched for the above Ports on SUNDAY, the 12th Inst., at Daylight.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents.

Hongkong, August 6, 1900. 1678

## Shipping.

OCEAN STEAMSHIP COMPANY. FOR LIVERPOOL (DIRECT). (Taking Cargo at LONDON Rates).

THE Company's Steamship SARIBEDON.

Captain CRANE will be despatched for the above Ports on SUNDAY, the 22nd Inst., at Daylight.

For Freight, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, August 10, 1900. 1679

## Shipping.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Co.'s Steamship YARRA.

Captain SCHUTZ will be despatched for the above Ports on or about SUNDAY, the 12th Inst.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agents.

Hongkong, August 8, 1900. 1680

## Shipping.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship MENMUIR.

Captain R. W. ALMOND will be despatched as above on MONDAY, the 13th Inst., at 5 p.m.

The Attention of Passengers is directed to the excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light, and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to DODWELL &amp; CO., Agents.

Hongkong, August 10, 1900. 1681

## Shipping.

FOR YOKOHAMA AND KOREA.

THE Company's Steamship TAIYUAN.

Captain NELSON will be despatched on WEDNESDAY, the 15th August, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight and Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, July 30, 1900. 1682

## Shipping.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS SYDNEY &amp; MELBOURNE.

THE Company's Steamship TSINAN.

Captain ANDREWES will be despatched on MONDAY, the 6th August, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-Class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

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Hongkong, July 30, 1900. 1683

## Shipping.

FOR VANCOUVER and VICTORIA, B.C. (via INLAND SEA, KOKE and YOKOHAMA).

Making close connection at Vancouver with the Canadian Pacific Railway for all points in Eastern Canada, the United States and Europe.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-Class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

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Hongkong, July 30, 1900. 1684

## Shipping.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS SYDNEY &amp; MELBOURNE.

THE Company's Steamship TSINAN.

Captain ANDREWES will be despatched on MONDAY, the 6th August, at Noon.

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A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight and Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, July 30, 1900. 1685

## Shipping.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MARSEILLES AND LONDON.

Via MANILA.

THE Company's Steamship TEENKAI.

DAVIES, Commander, will be despatched as above on the 23rd Inst.

For Freight, &amp;c., apply to JARDINE, MATHEWS &amp; CO., Agents.

Hongkong, August 7, 1900. 1686

## Shipping.

NORDRUTSCHER LLOYD.

REGULAR SERVICE FOR GERMAN COLONIAL AND AUSTRALIAN PORTS.

Collingwood SWAN, FREDERICK WILHELMSHAFEN, FINSCHENBURG, HERRENTHORF, TOWNHOUSE, ROXBURGH, BRISBANE and SYDNEY.

On WEDNESDAY, the 5th September, 1900, at Noon, the S.S. MUNICHEN.

(1,433 Reg. Tonnage).

Captain KREUZ, with Miss Passengers, Sack and Cargo will leave this Port as above.

The Steamer has splendid accommodation and carries a Doctor and Stewards etc.

Linen can be washed on board.

For further Particulars, apply to MELCHERS &amp; CO., Agents.

Hongkong, July 19, 1900. 1687

## Shipping.

THE CHINA NAVIGATION COMPANY, LIMITED.

FOR ILOILO AND CEBU.

THE Company's Steamship EMERALDA.

Capt. G. J. BLAXLAND will be despatched as above on WEDNESDAY, the 15th August, at 4 p.m.

This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOME'S &amp; CO., Agents.

Hongkong, August 10, 1900. 1688

## Shipping.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA AND CEBU.

THE Company's Steamship SUNGHIA.

Captain MOORE will be despatched on FRIDAY, the 17th Inst., at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, August 8, 1900. 1689

## Shipping.

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL (DIRECT).

(Taking Cargo at LONDON Rates).

THE Company's Steamship IONION.

Captain THOMAS will be despatched as above on TUESDAY, the 18th September.

For Freight apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, August 9, 1900. 1690

## Shipping.

THE CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship MELITA.

Captain J. COLE, carrying Her Majesty's Mails, will be despatched from this for BOMBAY on SATURDAY, the 18th August, 1900, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &amp;c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 p.m. on the day before sailing.

Conditions and value of all packages are controlled.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to A. M. MARSHALL, Acting Superintendent.

P. &amp; O. S. N. Co.'s Office.

Hongkong, August 4, 1900. 1691

## Shipping.

ASTHMA CURE GRIMMELT'S INDIAN CIGARETTES.

Recommended by Medical Authorities in Europe, Asia and America for the immediate relief of Asthma and Bronchial trouble. Laryngitis and bronchitis.

Grimmelt's Cigarettes cure the

feeling of tightness across the chest, and gives a general feeling of repose and comfort, so that you need not neglect your work up to night gasping for breath for fear of suffocation.

Directions for use enclosed with each box.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents.

Hongkong, August 6, 1900. 1692

## Shipping.

THE CHINA NAVIGATION COMPANY, LIMITED.

FOR BATAVIA, SAMBALANG AND SURABAYA.

THE Company's Steamship SHAPUNG.

Captain QUAU will be despatched as above on MONDAY, the 3rd September.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, August 6, 1900. 1693

## Shipping.

GRIMMELT &amp; CO. CHEMISTS PARIS.

Reputable Physicians prefer Grimmelt's Matico as the most active and at the same time, the most innocuous remedy in the treatment of Acute and Chronic Diseases. The Capsules, unlike Copaya, do not cause eruptions on the skin or produce nausea.

MATICO INJECTION is used in

MATICO CAPSULES in the treatment of

various diseases.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, August 6, 1900. 1694

## Shipping.

THE OSAKA SHOSEN KAISHA, LTD.

FOR SWATOW, AMOY &amp; TAMSUI.

THE Company's Steamship TANGSU MARU.

Captain H. NAGATA will be despatched for the above Ports on SUNDAY, the 12th Inst., at Daylight.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents.

Hongkong, August 6, 1900. 1695

## Shipping.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship MENMUIR.

Captain R. MAYER will leave for the above places on WEDNESDAY, the 15th Inst., in the Afternoon.

For Freight, apply to BUTTERFIELD &amp; SWIRE, Agents.

SATURDAY, AUGUST 11, 1900.

THE CHINA

## Mails.

PENINSULAR & ORIENTAL STEAMSHIP  
NAVIGATION COMPANY

NAME	STEAMSHIP	CAPTAIN	DATE
MAISSEILLES & LONDON	Raven	G. W. BABOT	About 14th August
SHANGHAI	Paramatta	A. SYMONS	About 17th August
LONDON, &c., Malta	Marta	F. J. COLE	Noon, 18th August
YOKOHAMA, via NSAKI & KOBE	Rosella	C. C. TALBOT, R.N.R.	About 18th August
LONDON	Juno	G. W. GORDON, R.N.R.	About 6th Sept.

\* See Special Advertisement. + Passing through the Inland Sea. For Freight only.

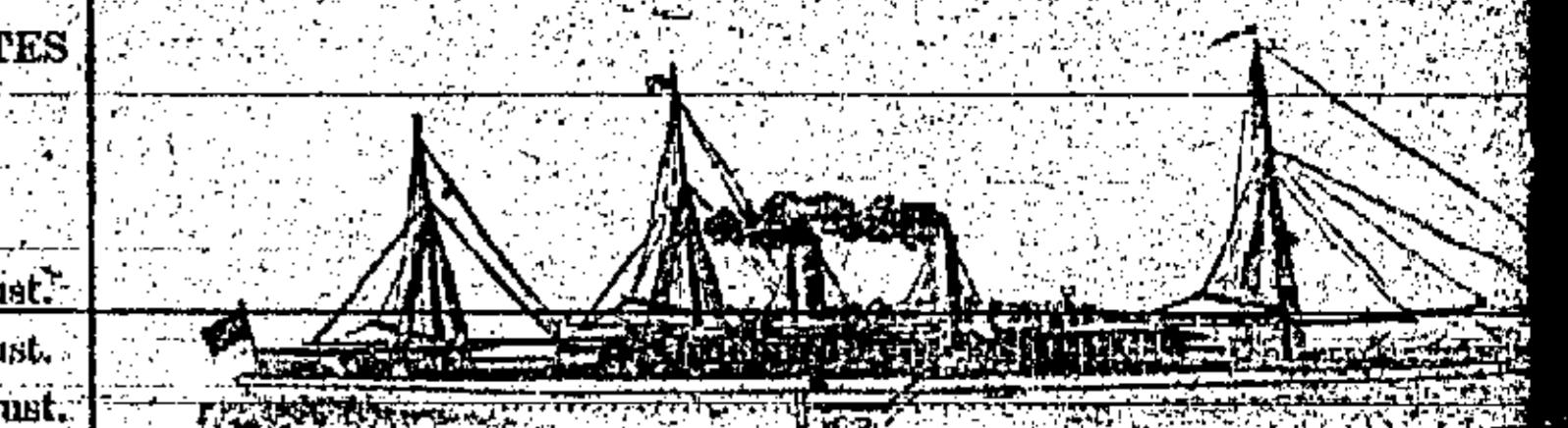
For Freight or Passage and further Particulars, apply to

A. M. MARSHALL, Acting Superintendent.

P. & O. S. N. Co.'s Office,

Hongkong, August 4, 1900.

## Mails.

CANADIAN PACIFIC RAILWAY CO.  
ROYAL MAIL STEAMSHIP LINE

THE EAST ROUTE BETWEEN CHINA, JAPAN AND KOREA,  
VIA CANADA AND THE UNITED STATES  
(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA)

SAFETY - SPEED - PUNCTUALITY.

Twin Screw Steamship—6,000 Tons—10,000 Horse power—Speed

Proposed SAILINGS FROM HONGKONG.

(Subject to Alteration.)

EMPEROR OF INDIA...Comdr. O. P. MARSHALL, R.N.R. WEDNESDAY,

EMPEROR OF JAPAN...Comdr. G. A. LEE, R.N.R. WEDNESDAY,

EMPEROR OF CHINA...Comdr. R. ARCHIBALD, R.N.R. WEDNESDAY.

THE magnificient TWIN-SCREW STEAMSHIPS of this Line pass through the INLAND SEA OF JAPAN, and usually make the voyage from VANCOUVER (B.C.), in 12 DAYS, saving THREE DAYS to the Trans-Pacific journey, and make connection at Vancouver with the IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY daily, and cross the Continent from THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 40 HOURS. Close connection is made Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, while Great Britain and the Continent are given choice of

Passengers booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12

SPECIAL RATES (first class only) granted to Missionaries, Members

Military, Diplomatic and Civil Services, and to European Officials in

China and Japan Governments.

The attractive features of this Company's route entitle its STEAMSHIPS (second to none in the World) the LUXURIANT TRANS-CONTINENTAL TRAINS (the Company having received the Gold Medal at recent Chicago World's Exhibition) and the DIVERSITY OF MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, etc.,

Hongkong, August 9, 1900.

D. E. BROWN, General Manager.

IMPERIAL GERMAN MAIL LINE.  
NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINE.

STEAM FOR SINGAPORE, P. NANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, FREMEN/HAMBURG; PORTS IN THE LEVANTE, BLACK SEA AND BALTIQUE PORTS;

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Steamers.

WEIMAR THURSDAY, 23rd August.

PRINZ HEINRICH THURSDAY, 6th September.

PREUSSEN THURSDAY, 20th September.

HAMBURG (HAMBURG-AMERIKA LINE) WEDNESDAY, 3rd October.

SACHSEN WEDNESDAY, 17th October.

OLDENBURG WEDNESDAY, 31st October.

BAVARIA WEDNESDAY, 14th November.

STUTTGART WEDNESDAY, 28th November.

KONIG ALBERT WEDNESDAY, 12th December.

PRINZ HEINRICH WEDNESDAY, 26th December.

Steamship.

WEIMAR THURSDAY, 23rd August.

PRINZ HEINRICH THURSDAY, 6th September.

PREUSSEN THURSDAY, 20th September.

HAMBURG (HAMBURG-AMERIKA LINE) WEDNESDAY, 3rd October.

SACHSEN WEDNESDAY, 17th October.

OLDENBURG WEDNESDAY, 31st October.

BAVARIA WEDNESDAY, 14th November.

STUTTGART WEDNESDAY, 28th November.

KONIG ALBERT WEDNESDAY, 12th December.

PRINZ HEINRICH WEDNESDAY, 26th December.

Sailing Dates.

THURSDAY, 23rd August.

THURSDAY, 6th September.

THURSDAY, 20th September.

WEDNESDAY, 3rd October.

WEDNESDAY, 17th October.

WEDNESDAY, 31st October.

WEDNESDAY, 14th November.

WEDNESDAY, 28th November.

WEDNESDAY, 12th December.

WEDNESDAY, 26th December.

Norddeutscher Lloyd.

For further Particulars, apply to

1703 Melchers & Co., Agents.

U. S. MAIL LINE.

Pacific Mail Steamship Company.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro SATURDAY, Aug. 25, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yama and H'ulu) TUESDAY, Sept. 18, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yama and H'ulu) SATURDAY, Oct. 13, at Noon.

THE U. S. Steamship City of Rio de Janeiro will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 25th August, at Noon, taking freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding orders for OVERLAND CITIES in United States have the choice of the Oregon Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, and the CANADA PACIFIC RAILWAY on payment of 14% in addition to the regular tariff rate.

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**Banks.**

ROANTILE BANK OF  
INDIA, LIMITED.  
CAPITAL £1,500,000  
... £1,125,000  
... £ 662,500  
... £ 30,000  
BANKERS:  
NT STOCK BANK, LIMITED.

allowed on Current Accounts  
% per annum on the Daily  
Fixed Deposits:

months 1%  
... 3½%  
... 2½%

J. THURBURN,  
Manager, Hongkong.  
March 26, 1900. 234

TERED BANK OF INDIA,  
ITALIA, AND CHINA.

BY ROYAL CHARTER 1853.  
OFFICE, LONDON.

... £800,000  
ILITY OF SHARE  
... £800,000  
... £625,000

allowed on Current Account  
% per annum on the Daily

Deposits for 12 months 4%  
... 6% 3½%  
... 3% 2½%

J. E. SANSON,  
Acting Manager.  
May 23, 1900. 846

SUITABLES.

L'UNION  
ANCE COMPANY, LTD.  
Established 1823.

signed, having been appointed  
AL AGENT for the above  
repared to ACCEPT RISKS

ed direct without reference  
vice.

A. R. MARTY,  
Agents.  
August 1, 1900. 1653

FISH AND MERCANTILE  
ANCE COMPANY.

AT 31ST DECEMBER, 1899,

£14,409,069.

Atal. £3,000,000 0 0

total. £2,750,000 0 0

el. £687,500 0 0

£2,731,183 13 7

een appointed AGENTS of the

Company we are prepared to

MAN and CHINESE RISKS at

IEWAN, TOMES & Co.,

Agents.

June 22, 1900. 1537

ER FIRE INSURANCE  
COMPANY.

signed having been appointed

S for the above Company are

cept Risks against Fire at

HOTZ, S'JACOB & Co.

March 31, 1900. 738

SURANCE SOCIETY.

In the Reign of Queen Anne

A.D. 1714).

LLY SUBSCRIBED, £450,000.

PAID UP, £180,000.

FUNDS EXCEED £3,459,044.

UAL INCOME, £1,103,883.

igned, having been appointed  
of the above Society in Hong  
Kong to issue POLICIES against  
usual terms.

ARRY WICKING & Co.,  
Praya Central.

RIAL MARINE INSUR-  
Co., Ltd., TOKYO.

signed are prepared to accept

RISKS at CURRENT RATES

CO. R. STEVENS & Co.,

Agents.

January 5, 1899. 45

D. J. KEYMER & Co. beg  
for services as AGENTS IN  
Established in 1844, they  
through knowledge of the  
and experience of Eastern  
Asia.

OF THE Firm give personal  
to all business, and will  
invite those requiring  
AGENTS for purchase of  
of products, or other busi-  
ness interests to them.  
orders are attended to by

RS STREET, TELEGRAMS:  
ON. "KEYMER, LONDON."

FRENCH REMEDY

HERAPION

and highly popular remedy  
in London and elsewhere by Dr.  
Velpen and others, combines all  
to be receipts in a medicine of the  
size, strength, and employed.

RAPION No. 1

is short time, often a few days only  
discharges from the urinary organs  
and swelling of the joints, etc.,  
and all diseases for which has  
a salutary to employ mercury  
etc., to the greatest benefit of health.  
The preparation purifies  
the blood, and thoroughly  
removes the mucus from the body.

RAPION No. 2

of the blood, scurvy, pimples, spots,  
and swelling of the joints, etc.,  
and all diseases for which has  
a salutary to employ mercury  
etc., to the greatest benefit of health.

RAPION No. 3

waste of vitality harassing  
all the distressing consequences of  
excess, resulting in hot, unhealthy

It possesses surprising power in  
light and vigour to the debilitated

It is sold by all  
the principal chemists throughout the World

and 2½ & 4½. In one large state  
warehouse is received every  
month a consignment of word

It appears on the Government  
Letters in a red ground) affixed to  
by order of Her Majesty's Ban  
and without which it is a forgery.

S. WATSON & Co., Limited

in China and Manilla.

Published by GEO. MURRAY

in the "China Mail," No. 5

in Street, Hongkong.

Agents for LEA & PERRINS'

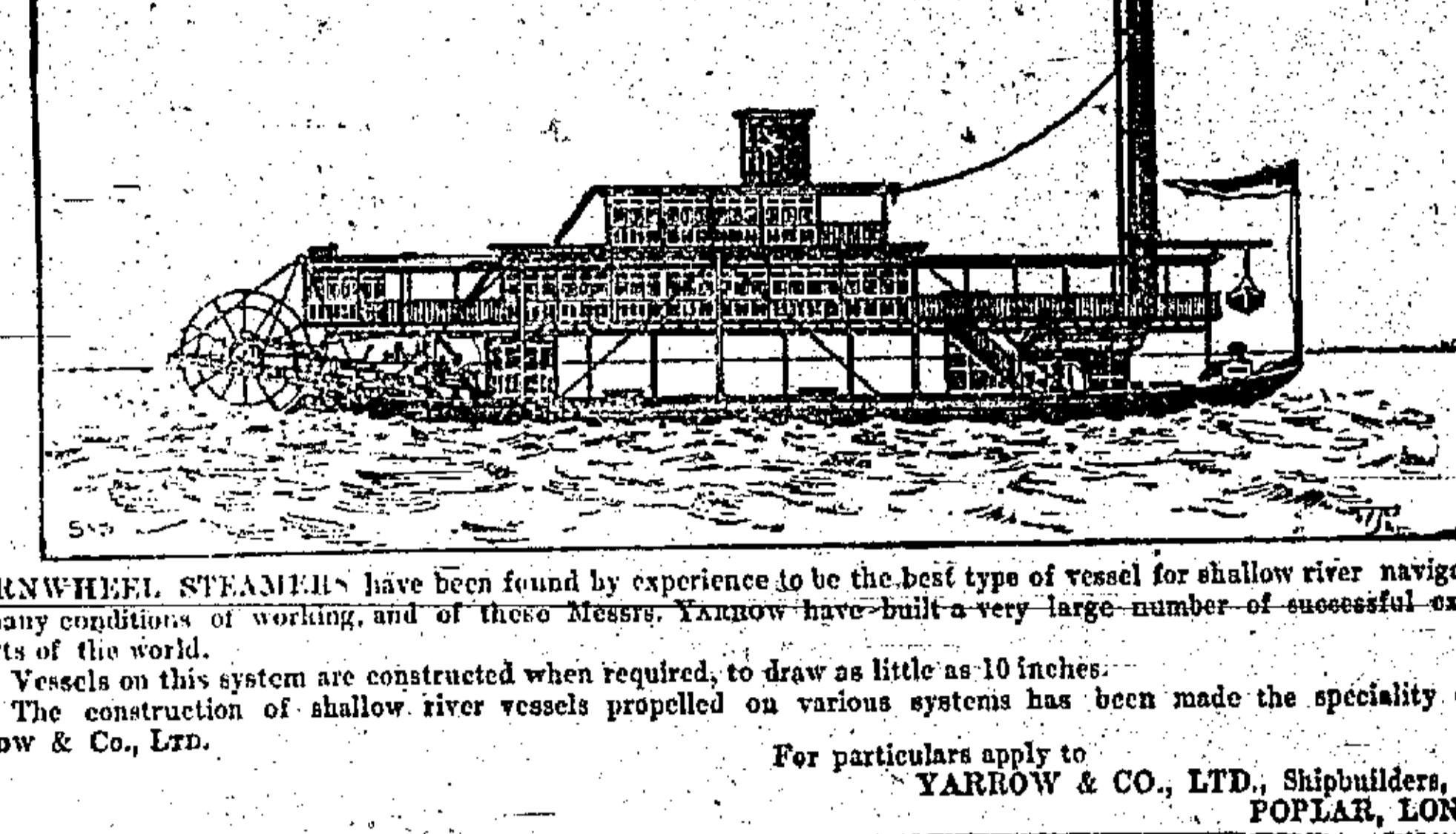
WORCESTERSHIRE SAUCE.

CROSSE & BLACKWELL'S  
LTD.

By Special Warrant  
Purveyors to

The Queen AND  
Empress of India.

CELEBRATED OILMAN'S STORES.  
YARROW'S SHALLOW DRAFT STEAMERS.



SHALLOW DRAFT STEAMERS have been found by experience to be the best type of vessel for shallow river navigation under

many conditions of working, and of these Messrs. Yarrow have built a very large number of successful examples for

all parts of the world.

Vessels on this system are constructed when required, to draw as little as 10 inches.

The construction of shallow river vessels propelled on various systems has been made the speciality of Messrs.

YARROW & CO., LTD., Shipbuilders, POPLAR, LONDON.

For particulars apply to

YARROW & CO., LTD., POPLAR, LONDON.

E10

Her Britannic Majesty's Ships on the China Station.

Name.	Flag.	Tons.	Guns.	I.H.P.	Captain.	Last reported at.
Alacrity	despatch vessel	1700	10	3000	Comdr. C. G. F. M. Cradock	Shanghai
Algirine	sloop	1050	8	1400	Comdr. R. H. Johnston Stewart	Taku
Aurora	armoured cruiser, 1st class	5600	12	8500	Captain E. H. Bayly	Taku
Buckler	battleship, 1st class	10,500	14	13,000	Capt. G. T. Warrender	Woosung
Bouaventure	cruiser, 2nd class	4360	11	3000	Captain A. H. Smith-Dorrien	Woosung
Centurion	battleship, 1st class	10,500	14	13,000	Captain J. R. Jellicoe	Woosung
Daphne	sloop	1140	8	2000	Captain O. W. Whitington-Bigrum	Woosung
Dido	cruiser, 2nd class	5600	12	10,000	Captain P. F. Tilford	Woosung
Endymion	cruiser, 1st class	7300	12	10,000	Capt. G. A. Gallagher	Taku
Esk	g. br. 3rd class coast defence	363	3	200	Lt.-Com. C. Chadwick	Chinkiang
Fam	torpedo boat destroyer	360	—	6700	Lieut.-Com. R. J. Keay	Taku
Firedrake	torpedo boat destroyer	455	4	360	Captain Lewis Wintz	Taku
Goliath	battleship	12,050	—	—	Captain R. S. D. Cumming	Shanghai
Handy	torpedo boat destroyer	275	6	4000	Capt. H. J. Davison	Taku
Hercione	torpedo boat destroyer	275	6	4000	Capt. G. M. Henderson	Shanghai
Humber	cruiser, 2nd class	4300	10	9000	Captain Wm. W. Smythe	Taku
Iris	storeship	1640	—	1610	Lieut. John C. Watson	Woosung
Linaet	gun-vessel, 2nd class	760	2	870	Captain John G. M. Field	Nanking
Lizard	gunboat	715	—	—	Captain F. W. Freeman	Hongkong
Marsathon	cruiser	2950	—	—	Captain J. H. T. Burke	Shanghai
Mohawk	armoured cruiser, 1st class	5600	12	8500	Lieut. V. Alker	Taku
Orlando	torpedo boat destroyer	360	—	—	Lieut.-Com. P. Coode	Shanghai
Otter	gunboat, 1st class	755	6	1200	Commander R. G. Fraser	Weihaiwei
Pewock	gunboat	1015	6	1400	Lieut.-Com. J. F. Green	Weihaiwei
Phoenix	gunboat, 1st class	755	6	1200	Capt. Harry C. Raynolds	Woosung
Pigny	twin-screw cruiser, 2nd class	3600	8	7000	Lt.-Com. C. V. de M. Cowper	Shanghai
Pique	gunboat, 1st class	755	6	1200	Lt.-Com. C. F. Corbett	Canton
Plover	gunboat	805	6	720	Comdr. G. G. Webster	West River
Redpole	river gunboat	—	2	—	Captain C. A. W. Hamilton	Shanghai
Robin	river gunboat	980	6	140	Lieut.-Comdr. H. C. Carr	Hongkong
Rosario	river gunboat	85	2	240	Lieut.-Comdr. Oldham	Wuhu
Saudipiper	river gunboat	85	2	240	Commodore Francis Pawell	Hongkong
Snipe	river gunboat	755	2	870	Captain Percy Scott, C.B.	Taku
Swift	gun-vessel, 2nd class	4650	6	—	Capt. A. C. Clarke	Woosung
Tanner	recovering ship	14,200	—	—	Captain Rose	Shanghai
Terrible	cruiser, 1st class	5600	12	8500	Comdr. W. O. Lyne	Taku
Undaunted	armoured cruiser, 1st class	2575	—	—	Lieut.-Comdr. Mackenzie	Shanghai
Wallaroo	cruiser	620	—	450	Lieut.-Com. H. D. S. Watson	Taku
Waterwitch	Surveying ship	360	6	5000	Lieut.-Com. H. E. Hidman	Woosung
Whiting	torpedo boat destroyer	2750	4	1000	Captain Carlo Negri	Shanghai
Wivern	coastdefence ship, armoured	150	2	550	Capt. Fautes	Macao
Woodcock	river gunboat	150	2	550	Captain Rollmann	Taku
Woodlark	river gunboat	150	2	550	Capt. Usedom	Taku

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	Last reported
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